



2013 BUDGET STATEMENT

CHICAGO CITY COUNCIL COMMITTEE ON THE BUDGET AND GOVERNMENT OPERATIONS OCTOBER 19, 2012

GABE KLEIN, COMMISSIONER, CDOT

Good afternoon, Chairman Austin, Vice-Chairman Reilly and members of the City Council. Thank you for having us here to testify before you today. We look forward to discussing the work the Department has performed in every community and neighborhood throughout Chicago, as well as myriad new initiatives and innovations implemented that will benefit all Chicagoans this year and in the years to come.

CDOT's mission is to keep the city's surface transportation networks and public way safe for all users, environmentally sustainable, in a state of good repair and attractive, so that its diverse residents, businesses and guests all enjoy a variety of quality transportation options, regardless of ability or destination.

2012 in Review

This year has been a highly productive one for CDOT. Through Mayor Emanuel's *Building a New Chicago* initiative, a comprehensive \$7.3 billion infrastructure renewal program, we have also increased our productivity in terms of street resurfacing, pothole repair, streetlight and signal installation and bridge and viaduct reconstruction. The first job of CDOT is to ensure that we cover the basics and maintain our existing infrastructure.

By the end of the year, we will have rebuilt or resurfaced more than 257 miles of street and alleys, including parts of North Lake Shore Drive, almost double. 137 miles completed in 2011. Because of the changes we've made in our construction methods, the way we map out our jobs and a massive coordination effort by our Infrastructure Management group, specifically the office of Underground Coordination, we are on track to do considerably more roadwork than we have in many years. As an added benefit of good weather and better technology and strategies, we have all but eliminated what was a chronic backlog of requests to fill potholes.

By the end of the year, we expect to:

- Resurface more than 233 miles of road
- repair more than 140 blocks of sidewalks
- Install, replace or repair more than 36,000 traffic and street signs

- Install more than 70 blocks of curb and gutter
- Install more than 8,000 ADA sidewalk ramps
- Paint more than 3,745 street markings including markings installed as part of the safety zone program
- Install 200 blocks of residential street lighting
- Complete the Wacker Drive reconstruction project

The unprecedented level of coordination that now exists between our department, the Department of Water Management, and the local gas, electric and telecommunication utilities is another major accomplishment that we are tremendously proud of.

Through our new Project Management Office, we work with utilities and other departments to eliminate conflicting projects and plan for future capital work. This year, we established new criteria and associated regulations for utilities and other 3rd parties to restore the public way and, as a result, to date we have a net gain of more than 28 miles (224 blocks) of resurfaced roadway as opposed to the old process and standards.

In addition, we have published several strategic plans for the department, most importantly, a two-year action agenda, *Chicago Forward*, that encompasses all of our work plans, sets new performance benchmarks and accountability standards based on Mayor Emanuel's vision and feedback from yourselves and the public in 2011, and lays the groundwork for sustained improvements in the years to come. From that action agenda, we have produced several supporting plans, including:

- Chicago's first comprehensive plan to address pedestrian safety issues;
- a framework plan for the Bloomingdale Trail project;
- *The Make Way for People* placemaking program;
- conceptual plans for the completion of the Chicago Riverwalk
- *Streets for Cycling Plan 2020*, to be released next month;

This year, we have worked on a number of major bridge and roadway construction projects, including: Wacker Drive reconstruction; Congress Parkway reconstruction; the relocating of Route 41; two new bridges on Halsted Street in Goose Island; new bridges over the lagoons in Marquette and Lincoln Parks; the reconstruction of the Lake Shore Drive on-ramp at Michigan Avenue; and the construction and move of a 4-million-pound railroad bridge at 130th and Torrence, the largest single span bridge in North America.

CDOT celebrated the grand opening of a new CTA rapid transit station at Morgan Street on the Green Line and a newly renovated Grand & State Red Line subway station and began the reconstruction of the Clark/Division Red Line station. In coordination with the CTA, we will pilot elements of Bus Rapid Transit along Jeffery Boulevard, and we are planning and designing Bus Rapid Transit through the

Central Loop and along the Western and Ashland corridors. Jeffery Boulevard will be substantially complete by the end of 2012.

As part of our focus to support and enhance our multi-modal transportation infrastructure, we have been improving transit options for Chicagoans by building more than 30 miles of new bicycle facilities in neighborhoods across Chicago. This years' efforts are part of a planned, nearly 650-mile network of biking facilities to be in place by 2020 to provide a bicycle accommodation within a half-mile of every Chicagoan.

We have focused on improving facilities for pedestrians, to further protect the most vulnerable users of the public way. In September, we released the *Chicago Pedestrian Plan*, the city's first-ever comprehensive plan that identifies infrastructure enhancements, policies and programs to increase safety, reduce pedestrian and vehicle conflicts, and make Chicago a healthier, more livable city. An important part of that plan identifies the menu of safety enhancements that can be applied in the 1,500 Children's Safety Zones, which were established this year to increase the safety of children around schools and parks.

CDOT also supported a number of conservation and sustainable transportation programs that are working to protect our natural resources and lessen the negative impacts of transportation in Chicago. Earlier this month, we celebrated the grand opening of the Pilsen Sustainable Street along Blue Island and Cermak, which incorporates many innovative and some first-time sustainable technologies and materials. We believe it is the "greenest" street in America and these new technologies are already finding their way into various projects throughout the city and our upcoming Sustainable Design Guidelines.

Our new *Make Way for People* program supports innovative use of the public way by opening Chicago's streets, parking spots, plazas and alleys to new programming and market opportunities via public and private partnerships.

We have also made progress on increasing minority participation on our contracts. When I testified before you last year I acknowledged the low participation rates and made a commitment to you to improve our numbers. To that end we coordinated with DPS on an Outreach Fair over the summer that boasted over 1,000 vendors. In attendance from CDOT were project managers, contracts staff and engineers to maximize networking opportunities. The participation of our engineers is of significance because smaller firms tend to face more challenges in meeting engineering standards.

We have made a concerted effort to review our specs and unbundle our projects to increase opportunities for minority participation. CDOT is the lead agency for participation in the Small Business Initiative. To date we have awarded 3 SBI contracts and 2 more are in progress. During the rebid of our very lucrative concrete contract this summer, we analyzed the specs to determine minority participation opportunities. Through this fresh look we broke out delivery of the

concrete from the actual commodity to provide the best opportunity for minority firms to be awarded work. This \$9.6M contract includes 4.5% WBE and 18% MBE.

Just this week, we awarded the Wells Street Bridge contract to the Joint Venture Walsh and II In One for \$42M. Their partnership is 50/50 creating payment opportunities of \$21M to the minority firm.

CDOT is a part of the recently formed Illinois Transit and Transportation Roundtable (ITTR) whose goal is to serve as strategic partners in the economic growth and development of small, minority, female and disadvantaged businesses by building relationships with vendor communities through education and training to empower small, minority, female and disadvantaged businesses to compete in the marketplace.

Our Streetscape projects regularly get 30 – 50% MBE/WBE participation. When compared with 2012 MBE and WBE goal levels, the upcoming 2013 streetscape construction projects have increased between 10%-24% for MBE and 3-5% for WBE. In 2012 we awarded 36% of our contract value to MBE and WBE, an increase from 31% in 2011.

But I know we have to do more. We will continue to scrutinize our contracts to ensure we reach target markets and level the playing field where possible for minority firms.

2013 Agenda

Looking forward to 2013, we plan a similarly aggressive level of construction, planning and management of projects and programs to improve the public way through the *Building a New Chicago* program.

CDOT will rebuild the bridge over the Chicago River at Wells Street, which carries CTA trains, motor vehicles, bikes and pedestrians. The Department will also perform a major renovation of the bridge on Kedzie Avenue over the Chicago Sanitary & Ship Canal, a major commercial and industrial gateway.

We will also begin the process of removing two obsolete 1960s-era roadway overpasses. Design will begin for the removal of the Western Avenue viaduct over Belmont and construction will commence on the removal of the Ashland Avenue viaduct over Pershing Road. Each structure will be replaced with attractive, modern intersections that meet CDOT's "complete streets" standards.

In 2013, we will also complete the design and begin construction on a new pedestrian/bicycle bridge over Lake Shore Drive near 35th Street.

Construction will begin in 2013 on the 2.7-mile, 13-acre Bloomingdale Trail and Park on the northwest Side. Running through four vibrant Chicago northwest side neighborhoods, the conversion of the elevated Bloomingdale Line into a trail and park provides unprecedented connections to and among these communities.

CDOT will also begin construction on the first phase of the Navy Pier Flyover, a new dedicated, grade-separated section of the Lakefront Trail that crosses Grand Avenue, Illinois Street and the Chicago River. It is designed to meet the consistent demand of bicyclists, joggers, in-line skaters and other users who often come into conflict with one another in one of the most heavily traveled sections of the Lakefront Trail.

In 2013, CDOT will finalize the design and planning for a Bus Rapid Transit system to run through the Loop to Navy Pier, connecting to a new transit center near Union Station which we are also implementing. The project will improve mobility in the Central Area for residents, employees and businesses through faster, more reliable bus service.

In cooperation with CTA, CDOT will continue the rebuilding of the Red Line stop at Clark and Division, and will finalize the design and plans for new elevated stations at State & Cermak and Washington/Wabash.

In 2013, CDOT will begin a major streetscape improvement project on Lawrence Avenue from Western to Clark. The goal is to expand on the success of the Lincoln Avenue and Lincoln Square/Giddings Plaza Streetscapes and to connect to the recently completed Clark St. Streetscape. CDOT will implement a "road diet" between Western and Ashland by eliminating a traffic lane to support wider sidewalks, new bike lanes and pedestrian refuge islands. The project is designed to improve connectivity within the community and remove the "pedestrian barrier" imposed by four lanes of fast moving traffic.

The City will begin to fully implement the Children's Safety Zone program in 2013, in which CDOT will install a number of traffic-slowng devices like additional signage, speed humps, high-visibility crosswalks and street markings. The safety zones are designated as being within 1/8th of a mile of Chicago parks or schools.

The zones will also include the limited use of automated speed cameras to enforce the posted speed limits in those zones. The speed cameras are one part of the "tool box" the City will use to enhance safety for our children and all residents in safety zones as we work towards a zero-fatality goal by 2020.

The Children's Safety Zone program will protect our children as they go to and from school and as they play in our parks and recreational areas. Our city will be safer as a result, and we'll be in better position to achieve the quality of life that we are seeking for all Chicagoans, and help our residents and their children realize their dreams.

Chicago will launch a bike-sharing program in spring 2013 with 400 stations and 4,000 bikes planned to be in place by spring 2014. Chicago's bike share system will provide a convenient, low-cost, easy-to-use transit option ideal for short trips.

Users will pick up a bike from a self-service docking station, ride to their destination and drop off the bike at the nearest station.

Bike sharing is a great option to supplement existing transportation choices. It can be used to fill gaps in the transit system or to complete the last segment of a trip, for example, between a transit station and the workplace. In addition, bike sharing will help to reduce traffic congestion, improve air quality and promote health and fitness, which will enhance the quality of life for everyone especially those who choose to use it.

In 2013, the CDOT Bicycle Program will oversee the installation of 35 miles of barrier protected and buffer protected bike lanes as well as Chicago's first two neighborhood greenways as part of implementing the *Streets for Cycling Plan 2020*. These projects will occur citywide and connect residents to parks, schools, transit centers and the Loop.

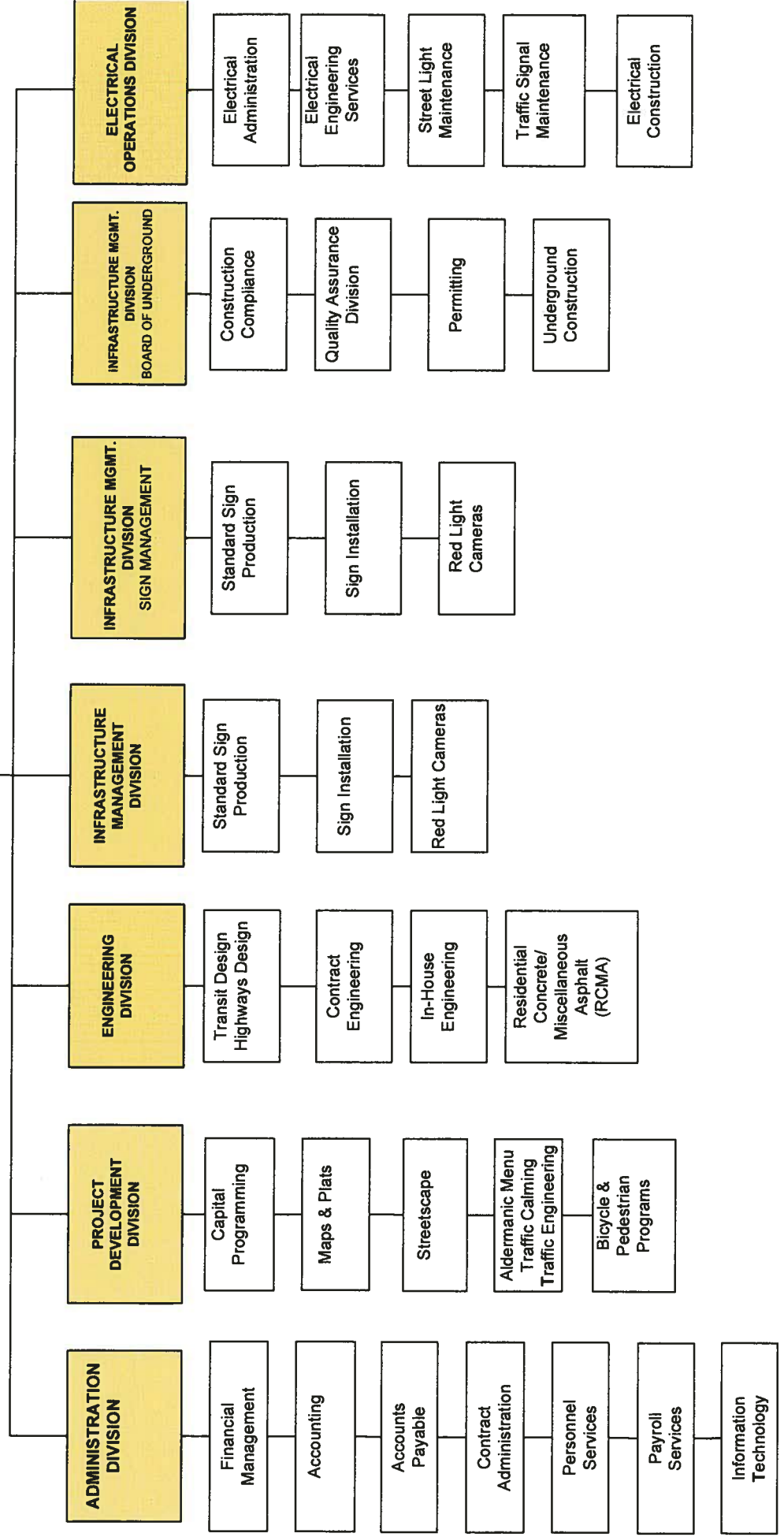
While we're encouraged by the gains and accomplishments of 2012, we realize there is much room for improvement. To that end, in 2013 CDOT will continue to examine all aspects of the department operations and will seek out even more effective ways of serving you and your constituents.

We look forward to working with each of you. This Department is committed to delivering the best possible services to the citizens of Chicago.

Working together, we can ensure that Chicago continues to be a vibrant international city, successfully competing in the global economy with a transportation system that provides high-quality service to residents, businesses, and visitors.

Thank you.

COMMISSIONER'S OFFICE



CDOT M/WBE Expenditures 2009-2012 (Jan. thru Oct.)

	2012	2011	2010	2009
Asian	3.2%	6.1%	5.0%	12.9%
African Am	1.9%	1.6%	0.8%	0.9%
Hispanic	20.6%	16.0%	13.1%	9.8%
MBE	26%	23.7%	18.9%	23.6%
WBE	4.5%	5.2%	4.1%	2.7%
M/WBE	30.3%	28.9%	23.0%	26.2%
All Others	69.7%	71.1%	77.0%	73.8%
Total	\$386,716,724	\$364,422,447	\$215,873,199	\$192,204,163

CDOT Contract Awards 2011 - 2012

\$ and % of Contract Value

	2012 \$	2012 %	2011 \$	2011 %
Asian	\$6,902,052	3%	\$19,076,885	7%
African Am	\$29,016,904	13%	\$11,946,488	4%
Hispanic	\$24,877,348	11%	\$27,815,257	10%
MBE	\$60,796,305	28%	\$58,838,630	20%
WBE/DBE	\$17,167,148	8%	\$32,533,066	11%
M/WBE	\$77,963,452	36%	\$91,371,696	31%
All Others	\$138,886,222	64%	\$201,857,560	69%
Total	\$216,840,315		\$293,229,256	